



{In Archive} Re: Fw: Fuel Price Update - May 4 * Gulf Oil Slick & Supplies *****



Rob Lawrence to: Sandra Rennie

05/04/2010 09:00 AM

Cc: David Gray, Guy Donaldson, Thomas Diggs

From: Rob Lawrence/R6/USEPA/US

To: Sandra Rennie/R6/USEPA/US@EPA,

Cc: David Gray/R6/USEPA/US@EPA, Guy Donaldson/R6/USEPA/US@EPA, Thomas Diggs/R6/USEPA/US@EPA

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LOOP stands for **Louisiana Offshore Oil Port**, and was built in the late 70s. It is an import terminal built 18 miles south of Grand Isle, LA. It is the only port in the country that can take deliveries from the "supertankers" directly. Other ports such as Houston and Port Arthur require that crude is transferred (termed "lightering") from the tankers to smaller vessels that then enter the Houston Ship Channel or Sabine River. A number of the oil spills that EPA and the Coast Guard work on are from the transfers to smaller vessels or accidents with the smaller vessels in the shipping lanes.

Between 13 and 15% of the nation's import crude comes through LOOP. It goes via pipeline to Port Fouchon where it either goes to the Strategic Petroleum Reserve, private terminals or into one of 4 pipelines. From that point, the pipelines access 50% of the country's refineries.

As of 6pm last night, LOOP was operating normally. Should the oil spill move westward towards LOOP and/or the Coast Guard curtails shipping in that area of the Gulf of Mexico, then imports could be impacted.

EPA Region 6 issued the NPDES permit for LOOP in the late 70s. For some reason that has never been clear to me, there is no CAA permit.

<https://www.loopllc.com/f1.cfm?n=1>

Over the years, there have been a couple of firms seeking to build a similar facility off Texas. The last attempt, TOPS, withdrew its application under the Deepwater Port Act (and CAA / CWA permit applications) this Spring.

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